

DEMOCRATIC CUT
IN BATTLE SHIPS
STARTS A STORM

Mr. Meyer, Navy Secretary,
Condemns Caucus Action
as False Economy.

MANY DOUBT BINDING
POWER OF THE VOTE

Representative Hobson Declares Party
Should Not Be Ruled by a
Midnight Meeting.

"PORK BARREL" IS BLAMED

Haste in Downing Public Buildings' Ap-
propriation Plan Involved Naval Pro-
gramme, Says Latter's Friends.

HERALD BUREAU,
No. 1502 H STREET, N. W.,
WASHINGTON, D. C., Tuesday.

"No public buildings, no battle ships," as a democratic party principle does not look so good to the democrats of the House to-day as it did when they whooped the resolution through the democratic caucus at midnight last night. The plan which caused the advocates of a \$16,000,000 public building "pork barrel" bill, aided by some opponents of the same, to hamstring the administration's recommendation that two new battle ships be authorized to keep American sea power up to the national requirements stood forth in its full unreasonableness. The Secretary of the Navy, Mr. George Von L. Meyer, in a vigorous statement pointed out that real economy might better be attained through abolition of useless navy yards than by curtailment of the national defence.

Representative Underwood, of Alabama, the democratic leader who voted for no battle ships, although the caucus was called for an entirely different subject, to-day retreated far enough to admit that since the vote against the resolution forbidding the authorization of both battle ships and buildings, \$8 to \$8, was not a two-thirds vote it was not necessarily binding on the members of the caucus.

In all the checkered history of hasty legislation there is nothing to compare with the way in which the "pork barrel" lugged in the naval issue and howled down the men who asked for sober consideration of the question on its merits and pointed out that the chairman of the Naval Committee was not even present.

Mr. Meyer made this statement:—"The democratic party by its action last night took a step backward and gave another illustration of government by snap judgment. Even with a continuous programme of two battle ships a year the United States would fall a little behind its present effective strength, for the reason that in another year four of our battle ships, built during the same period, will become non-effective.

"The dreadnought type is the war ship of the present day. One dreadnought is easily the superior of half a dozen Oregons, and one dreadnought built by a foreign power in excess of the number built by ourselves is equivalent to wiping off our list at one stroke the Indiana, the Massachusetts, the Oregon, the Iowa, the Kearsarge and the Kentucky.

"All the nations that are building battle ships are building dreadnoughts. No nation can exist commercially and exert its proper political influence among the nations of the world without a navy strong in proportion to its wealth and the commercial interests of its population. In the history of nations the loss of power may generally be said to have been due to the loss of naval power, although occasionally it was due to other causes. But it is certain that the existence of an efficient navy is a sure sign of national power and a safeguard against war.

"We have an enormous extent of coast line; we have Alaska, Puerto Rico, Hawaii and the Philippines, and we have the obligation to guard and protect Cuba and maintain her neutrality. To perform these obligations satisfactorily we must have a strong seagoing fleet.

"The only sure defence of the country and the only assurance of safety is for the fleet to be able to seek out its enemy on the high seas and to cripple or destroy it. It does not suffice simply to drive the enemy a few miles away from our coast and then wait the uncertainty of another attack. Safety can only be assured by the destruction of the enemy's fleet.

"We have guaranteed the neutrality of the canal, and must be prepared to maintain it.

"The Monroe Doctrine is as big as the navy, and no bigger.

"England has authorized for the year 1911-12 five dreadnoughts. Germany has authorized three dreadnoughts and one armored cruiser. Japan has authorized five capital ships of the latest dreadnought type in the last year. Seventy-nine million dollars has been authorized by her for new construction between 1911 and 1917.

"The democrats, on the other hand, might have brought about real economy, lasting and far reaching, if they had had the courage to abolish needless navy yards, which are costing the government several million dollars a year for maintenance alone. These expenditures are an outrageous drain on the resources of the country and a heavy burden on the taxpayers. To abolish unnecessary navy yards would reduce the expenditure of money not for one year, as in the case of refusal to appropriate for battle ships, but for years to come, and without decreasing the efficiency of the navy.

"A navy for the nation and not for local interests is what should be sought."

Where Classified News
Is Placed To-Day.

General	3, 4, 5, 6, 7, 8, 9, 14 and 22
Washington	3 and 4
Politics	3 and 4
Albany	5
Banquets	5
Courts	6
Labor	7
Municipal	8
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Music and Drama	8
Obituary	9
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Weather	10
Personal Intelligence	10
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Letters to the Editor	10
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tion the battle ship issue was not decided on its own merits. The vote of 98 to 88 for the combined resolution against buildings and battle ships would have been different on battle ships alone. It appears, however, that many democrats who at heart believe one or more battle ships should be authorized this year will hesitate to vote against a policy which a majority of their party endorsed.

Friends of the navy in the House fear the two battle ship programme of the administration is beaten as far as the House is concerned, but that there is a good chance to get through an authorization for one vessel.

Representative Thomas Butler, of Pennsylvania, a republican member of the Naval Committee and a warm supporter of the administration's programme, said to-day:

"The action of the democratic caucus has endangered the battle ships. I do not think we can get two, but we have a chance to get one through the House. Many of the democrats told me to-day that they wanted to save some money, but did not want to have their party appear in the attitude of opposing naval armament, as a failure to appropriate for any battle ships would indicate."

Representative Hobson said:—"The failure of the opponents of battle ships last night to get a two-thirds vote was a victory for battle ships. I do not think the caucus action is binding on any democratic member nor upon the committee. I was planning last night to elicit a petition for another caucus to consider the question further, but I no longer think that is necessary."

Doubt Over Caucus Power.

Representative Lemuel P. Padgett, of Tennessee, the democratic chairman of the Naval Committee, takes a different view. "I am in doubt as to what the committee or the House membership should do under the action of the caucus. I must look into it further," he said.

One of the democrats who voted in the caucus for no battle ships was Representative Foster, of Illinois. He explained his vote to-day by saying:

"We do not intend to cripple the navy. Our plan is to appropriate for auxiliary war vessels, which are very much needed to-day in order to balance the navy and make the battle ship fleet which we now have effective in time of war. I believe we will spend the price of one battle ship for these auxiliaries, like torpedo boat destroyers, submarines and armored cruisers."

It is held by the House leaders that a majority is sufficient to instruct a committee, and that, therefore, the Public Buildings Committee will not be permitted to bring in a general public buildings bill at this session. This will prevent the subject coming up on the floor. But the Naval Committee must bring in the annual appropriation bill for the navy, and nothing can prevent a republican member from offering an amendment to authorize the building of one or more battle ships. Under the caucus rule the democrats may then vote for the amendment if they choose to disregard the majority of the caucus.

For Other Washington News See Page 4.

GERMAN INVENTS
IRISH SAWDUST

If He Has His Way the City Streets

Will Be Green on St. Patrick's Day.

"It is going to be a glorious and green St. Patrick's Day if a full fledged German has his way and say. Sounds like a bit of paradox, but hold your peace until you hear. Herbert Schmalz Atkins, of this city, who was born in Berlin, has invented an "Irish sawdust"—that's what he calls it—and hopes to see it liberally distributed over this city on the coming March 17.

To be exact, it's a cross between sawdust and shavings, and as green as a fresh blade of grass. It bears a sort of a Spanish name, being called under a trade mark register "Emerald." The catchline used on Mr. Atkins' advertising says:

"See that your floor is kept green." Samples of the green sawdust have been submitted to all the locals in the Ancient Order of Hibernians and they have been invited to buy it at \$1 a bushel bag. One patriot yesterday said he favored spreading the stuff over the entire line of march for the St. Patrick's Day parade. He added that should it happen to rain on St. Patrick's Day, well, glory be! There's no telling how long the city would be kept green."

CANADA READY TO
BEG RECIPROCITY,
SAYS WASHINGTON

Pressure on Borden Ministry
for Prairie Provinces May
Reverse Policy.

HOPES OF FREE TRADE
ADVANTAGES DASHED

Failure to Open Markets Here
for Grain Disturbs Do-
minion Farmers.

LAURIER VIEW IS RECALLED

Erstwhile Premier Predicted That Time
Would Come When Compact
Would Be Sought.

HERALD BUREAU,
No. 1502 H STREET, N. W.,
WASHINGTON, D. C., Tuesday.

Surprising news that the Borden government in Canada is inclining toward reciprocity with the United States has come to Washington through an unofficial but well informed channel. The general disposition has been to regard reciprocity as dead, for a few years at least, as the Borden government gained office on an anti-reciprocity platform last September.

It is now said that the prairie provinces of Western Canada, with a vast and valuable wheat crop on their hands and with a car famine, are yearning as never before for the American market which the adoption of reciprocity would have opened. As a result the pressure on the Ottawa government in favor of better trade relations with the United States is growing.

One of the chief arguments of the conservative party against reciprocity was that its advantages would be given to Canadian ultimately by democratic free trade legislation without Canada yielding any concession. This has not happened and is not likely to happen.

One phase of the information from Canada is that Mr. Borden already has indicated a willingness to enter into a trade agreement with the United States less extensive than that negotiated a year ago by the Laurier government. Whether he has done so and whether there have been exchanges on the subject could not be officially confirmed here to-night.

It would be difficult for the administration to obtain any amendment of the reciprocity offer which stands on the statute books. It is known to be the belief of Sir Wilfrid Laurier, now leader of the opposition in Canada, that time will ultimately bring the Canadian people actively to favor reciprocity, but Washington was scarcely prepared to hear that Mr. Borden was swinging in that direction. It has been noted, however, that he has made no effort officially to reject the reciprocity offer by definite legislation. Canada is in the attitude merely of having not enacted the legislation necessary to give the agreement effect.

Russia's overtures to Canada for an agreement on agricultural machinery are believed to be designed to frighten the United States into a belief that the Russian market for American machinery will suffer. This would be a natural move in connection with negotiations of a new Russo-American commercial treaty.

Canada Wants Larger Markets, but Gov-

ernment Not Prepared to Talk Yet.

(SPECIAL DESPATCH TO THE HERALD.)

OTTAWA, Ont., Tuesday.—Inquiry in government circles to-night failed to elicit confirmation of the Washington report that the Borden government may negotiate a tariff agreement with the United States. This may come in the future, but it is regarded as an unlikely development for a considerable time.

That the Premier is favorably disposed toward the United States is not doubted. He has lost no opportunity of declaring that the result of the last election involved no hostility to that country.

The Minister of Finance and others have been equally emphatic in similar statements. It is also a fact that in the western provinces the farmers want larger markets. Owing to the car shortage at present wheat is being routed to American elevators in American cars. Having regard to the demand for wider markets and to the policy of trade development of the present government, a measure of reciprocity may be a development of the future, but it is regarded here as improbable that any proposal in that direction will be made this year at least.

GAMBLING ON DEATH,
TEN MEN FORM CLUB

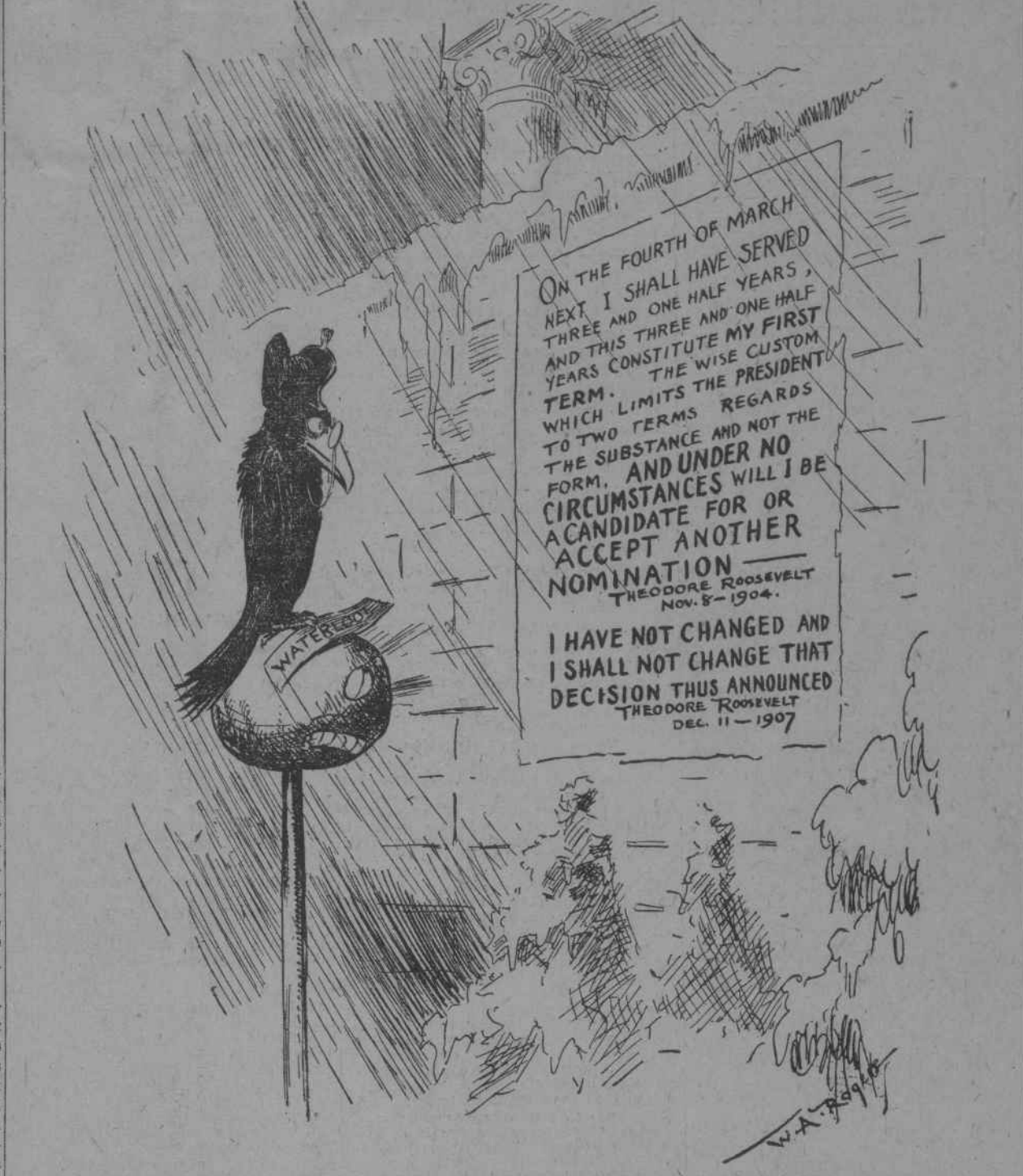
First Member to Die Will Be Buried
Free, but It Is Expensive for
Final Survivor.

(SPECIAL DESPATCH TO THE HERALD.)

SOUTH NORWALK, Conn., Tuesday.—A member of the Norwalk Cremation Club has to die to win. The club was formed here to-day with ten members, the idea being that his survivors pay the funeral expenses of each member.

According to the programme the final survivor, besides paying a portion of the expenses of the first eight to die, will have to bear the entire cost of burial of the semi-final survivor and also his estate will have to pay his own.

The officers of the club are: President, Frank Weleke; Vice President, Arthur Swartwacht; Secretary and Treasurer, Frederick Baer; and Recording Secretary, William Westfield.



ANSWER TO "ANXIOUS INQUIRER" AS TO WHEREABOUTS OF OUR CROW

FROM HORSE SHOW
TO SAUSAGE MILL

Richard P. McGrann, Exhibitor
of Champions, Is Now Cut-
ting Up Little Pigs.

From steeds to pigs; from rosettes to sausages; from rumble to scrapple—this is the story of Richard P. McGrann.

His many New York friends—the Horse Show, where he exhibited his equine aristocrats, brought him many—were surprised yesterday to hear that he had placed all his property in the hands of a trustee to avoid having it sacrificed through the importunities of creditors.

He had half a million dollars four years ago through the death of his father. For a consideration of \$10 he filed in the Recorder's office, at Lancaster, Pa., last Monday, a transfer of all he owns to John A. Nauman. Against his holdings there have been filed judgments to the amount of \$75,000 and mortgages which make \$90,000 more.

He is now going through the mill of financial stress, but all the same he is cheerful and happy, for the factory on his place is still grinding out most excellent sausage, pudding and scrapple. His friends say that the mills of the gods grind exceeding fine and that in due course Richard P. McGrann will emerge as affluent as he was of yore. When the first shock of insolvency had passed, for the making of sausage seemed so different from his former pursuits, they said that it was all for the best, and that one must have something to lend peace to life.

Bernard J. McGrann, the father of Richard, was a master road builder and master of men. He was of that sturdy Irish strain which came over here after the war and became tollers on the great public works of the country. The elder McGrann amassed a fortune, for much of the embankments of the Pennsylvania Railroad were built under his contracts. He left more than \$1,000,000, and of this fully \$600,000 went to his son Richard. The younger man married Miss Amy Penn Gaskill-Hall, a descendant of the proud Old Penn family and a member of the Quaker aristocracy. She was an enthusiastic horsewoman, and the two soon became of the court of Equis Rex. They were always to be seen about the arena in Madison Square Garden when the National Association was in charge.

Mr. McGrann made the acquaintance of many well known men and women at the shows, and for a time he and Mrs. McGrann were often with Mr. Alfred G. Vanderbilt and others of the horse show directors. The horses which he exhibited were of the finest strains and he won many a victory in the tanbark ring.

Grand View Farm, near Lancaster, which Mr. McGrann had inherited from his father, had well equipped stables, in which were kept the champions of the shows. He was the owner of such well known animals as Tinker Bell, Peter Pan, Young Mountaineer, Gentleman John and Lady McDonald. He had purchased Young Mountaineer in Rome. The McGranns were also prominent in the horse shows in London and Philadelphia. At Grand View Farm they dispensed a lavish hospitality. It was Grand View, the story goes, that Lord Robert Grosvenor sought seclusion from the prying eyes and questions of newspaper men after his thrilling encounters with the boxing young men of Philadelphia society.

It was noted a year ago that Mr. McGrann began to show signs of retrenching, and his string of prize winning steeds was dispersed. It was about this time that Grand View Farm began to echo with the cries of blooded stock which did not neglect the fame of Lancaster county sausages, pudding and scrapple began to spread.

His affairs were brought to a crisis by his Philadelphia creditors recently, who pressed for the payment of claims amounting to \$100,000.

MR. RICKARD FACES
OFFICIAL INQUIRY

Dismissed Official, Seeking
New Appointment, to Appear
Before Civil Service Body.

Objections made by persons interested in civil service affairs to the official action taken in the case of Michael L. Rickard, who was dismissed from Bellevue Hospital less than three years ago on a charge of falsifying records, and recently was permitted to enter a competitive examination for a city place, have resulted in the case again being reviewed. The Civil Service Commission has summoned Mr. Rickard to appear to-day to show cause why his name should not be removed from the eligible list for lay superintendent of Bellevue Hospital.

The action of the commission, according to James Creelman, president of the body, is due to the fact that another examination of the report filed by the Commissioner of Accounts in 1909, and on which Mr. Rickard was removed from office by George B. McClellan, then Mayor, has revealed certain matters which need further explanation. The decision of the commission to make additional investigation came after Mr. Rickard had been rejected by Michael J. Drummond, Commissioner of Charities, who alone had the power of appointing a lay superintendent. The annual compensation for the place is \$2,000.

Many complaints were made recently when Mr. Rickard was permitted to take the civil service examination. Under a rule which permitted a person dismissed from the city service to take another competitive examination after the expiration of two years if the commission was satisfied to accept his application Mr. Rickard was allowed to compete.

His long experience in the hospital service was so helpful that Mr. Rickard led a list of seventeen applicants. His name, with those of Charles Simpson and Edward Burke, was submitted to Commissioner Drummond. Under the law Mr. Drummond had the power to accept any one of the three.

Whether Commissioner Drummond consulted the Mayor on the question has not been disclosed.

Mr. Rickard's name was returned to the Civil Service Commission without comment. Unless the name is dropped from the list following to-day's hearing, it must, under the law, again be submitted to Commissioner Drummond, together with the names of the applicants standing fourth and fifth on the list.

ADVERTISING FILLS CHURCH.

Illinois Pastor Takes More Space
Than Local Theatre and Draws
Bigger Crowd.

(SPECIAL DESPATCH TO THE HERALD.)

JOLIET, Ill., Tuesday.—That it pays to advertise in newspapers and that the bigger the advertisement the better the result are twin conclusions drawn by the Rev. George MacAdam, pastor of the Ottawa Street Methodist Episcopal Church, after thus exploiting the services at his church.

The Minister advertised his sermon for last Sunday in a local newspaper, taking space two inches larger than the space taken by the theatre management in advertising theatrical attractions on that day. His services outdrew the play, and he attributes the fact to the virtue of the advertisement. So sure is he of his ground that he will keep up the publicity campaign.

Mail Carrier Hangs Himself.

ARTIST GONE, BRIDE
BLAMES BANDITS

Wallace Robinson Vanishes When He
Goes to Buy Breakfast—Had
Money and Jewels.

Leaving his home to buy food for breakfast after telling his bride of ten months that he would return within five minutes, Wallace Robinson, a prominent designer of magazine covers and an illustrator, of No. 64 West Thirty-sixth street, disappeared mysteriously at nine o'clock Monday night. Every effort made by his wife and artist friends of the missing man to find Mr. Robinson proved futile, and last night a general police alarm was sent out.

Mr. Robinson was reported last seen at Sixth avenue and Thirty-sixth street a moment after he had left his home. According to Mrs. Robinson, her husband had several hundred dollars in his pocket and he wore diamonds and a watch, the aggregate value of which was more than \$300. Mrs. Robinson suspects that the missing man was the victim of highwaymen, but thus far no evidence in support of the theory has been obtained by the police.

The missing artist enjoyed a substantial income from magazines for which he did illustrations and designed covers. He supplied a postcard firm with a series of drawings, and recently contracted to supply another series. Although an athlete, Mr. Robinson's labors affected him and he complained of being overworked. His friends suggest that he may have been the victim of an attack of apoplexy.

Mr. Robinson came to New York from California seven years ago, and for a time attended the Thomas School of Art at No. 142 West 123d street. He met Miss Beulah Scott, an artist at the school, and they were married in Jersey City in March, 1911. Mr. Robinson, according to Richard McHale, an instructor in the school, was of exemplary habits. T. H. Colcock, an artist, of No. 285 West Twenty-third street, an intimate friend of the missing man, is convinced that Mr. Robinson was set upon by thieves.

Hospitals, police stations and morgues were visited by a score of Mr. Robinson's friends, but no news of the missing man's whereabouts was obtained.

CARDINAL NEARING BOSTON.

Wireless Messages Exchanged with
Steamship to Have Reception
Plans Sanctioned.

Boston, Mass., Tuesday.—The steamship Canopic, on board which Cardinal O'Connell is returning from Rome, was sufficiently near port to-day to warrant the announcement that the elaborate welcome planned for the coming of Boston's first Prince of the Church would be carried through to-morrow morning.

Many wireless messages were exchanged with the steamship, and a brief plan of to-morrow's courtesies was sent out and received the official sanction of the Cardinal. The Canopic is expected off Boston Light shortly after midnight, and will reach quarantine a couple of hours before dawn.

Baby Strangled by Meat.

Patrick Cummings, seventeen months old, of No. 1,519 Second avenue, was left by his mother late yesterday afternoon in a high chair near a table on which were several pieces of uncooked meat. When the mother returned the child was choking, having endeavored to swallow a piece of meat. Efforts made by the mother to extricate the meat were ineffectual, and Dr. Lyverton, from Reception Hospital, pronounced the child dead.

'FORGIVE ME,' SAID
GOVERNOR WILSON
TO COLONEL HARVEY

Letters Growing Out of Political
Conference at Manhattan
Club Made Public.

"I AM VERY MUCH
ASHAMED OF MYSELF"

New Jersey Executive Apologizes to
Editor of Harper's Weekly for Re-
jecting Support so Peremptorily.

WRITES OF "COALS OF FIRE"

Not a Particle of Personal Rancor Left In
Me Is Reply of Editor to "Hand-
some Letter."

Correspondence between Governor Woodrow Wilson and Colonel Harvey after their conference at the Manhattan Club is published. Governor Wilson asks Colonel Harvey to forgive his lack of tact.

Charles F. Murphy, leader of Tammany, confers with Governor Dix concerning the appointment of a Health Officer of the Port of New York and two members of the Public Service Commission. No definite decision is reached.

Theodore Roosevelt confers with political visitors and his activity convinces friends of President Taft that he is encouraging the movement to bring about his nomination for President.

President Taft is endorsed for renomination by the Republican General Committee of Kings county without a dissenting vote. The President conferred with political leaders in Columbus, Ohio. It was announced he had control of a majority of the State's delegates to the National Convention.

Washington despatches said that Mr. Taft's friends were well pleased with Mr. Roosevelt's avowal that he would accept another nomination if there was a general popular demand.

Letters exchanged by Governor Woodrow Wilson and Colonel George Harvey following their conference at the Manhattan Club, when Governor Wilson, in the presence of Colonel Henry Watterson, said he considered the support of Harper's Weekly injurious to his Presidential candidacy, were made public yesterday. Admitting that he had displayed a lack of tact, Governor Wilson said:—"I am very much ashamed of myself."

Through the medium of the Evening Post, the correspondence was made public. In publishing the letters the Evening Post made this explanation:—"The Evening Post has sought, for the sake of justice to all concerned, to secure the publication of the correspondence between Governor Wilson and Colonel Harvey. In that sense it applied to them both. Neither wished to be put in the position of giving out private letters, but both assented to the publication with the distinct understanding that the initiative came from the Evening Post."

Before any publicity had been given to the now famous political conference at the Manhattan Club, when Governor Wilson spurned the suggestion made by Colonel Watterson that Thomas F. Ryan be asked to contribute to the Wilson campaign fund, Governor Wilson addressed Colonel Harvey this note:—"UNIVERSITY CLUB, FIFTH AVENUE AND FORTY-FOURTH STREET, 21 December, 1911.

"Personal.
"MY DEAR COLONEL:—Every day I am confirmed in my judgment that my life is a one track road, and can run only one train of thought at a time. A long time after that interview with you and Mr. Henry at the Manhattan Club it came over me that when (at the close of the interview) you asked me that question about the Weekly, I answered it simply as a matter of fact, and of business, and said never a word of my sincere gratitude to you for your generous support, or of my hope that it might be continued. Forgive me, and forget my manners!"

"Faithfully yours,
"WOODROW WILSON."

After a fortnight Colonel Harvey sent this reply:—"FRANKLIN SQUARE, NEW YORK, Jan. 4, 1912.

"Personal.
"MY DEAR GOVERNOR WILSON:—Replying to your note from the University Club, I think it should go without saying that no purely personal issue could arise between you and me. Whatever anybody else may surmise, you surely must know that, in trying to arouse and further your political aspirations during the last few years, I have been actuated solely by the belief that I was rendering a distinct public service.

"The real point at the time of our interview was, as you aptly put it, one simply of fact and business, and when you stated the fact to be that my support was hurting your candidacy, and that you were experiencing difficulty in finding a way to counteract its harmful effect, the only thing possible for me to do, in simple fairness to you no less than in consideration of my own self-respect, was to relieve you of your embarrassment, so far as it lay within my power to do so, by ceasing to advocate your nomination.

"That, I think, was fully understood between us at the time, and, acting accordingly, I took down your name from the head of the Weekly's editorial page days before your letter was written. It seems to be all there is of it. "Whatever little hurt I may be a consequence of the emptiness of your atti-